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IN REPLY REFER TO

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ACDA (M) (7 Oct 70)

FOR OT UT 702064

9 October 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 69th
Engineer Battalion for Period Ending 30 April 1970

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Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
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OCT 22 1970

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 69TH ENGINEER BATTALION (CONSTRUCTION)
APO San Francisco 96215

EGFA-OP

15 May 1970

SUBJECT: Operational Report - Lessons Learned, 69th Engineer Battalion
(Construction) for the Period Ending 30 April 1970, RCS CSFOR-
65 (R2)

Commander in Chief, US Army Pacific, ATTN: GPOF-DT, APO 96558
Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO 96375
Commanding Officer, 34th Engineer Group, ATTN: EGF-OP, APO 96320

1. SECTION I Operations: Significant Activities

a. Command:

- (1) The battalion was commanded by LTC Alfred F. Lawrence, Jr. and continued its primary construction mission during the reporting period.
- (2) Headquarters Company was commanded by CPT Michael E. Stovall during the entire reporting period.
- (3) Command of Company A passed from CPT Gary L. Wade to CPT James R. McIntyre on 23 March 1970.
- (4) Company B was commanded by CPT David C. Jones during the reporting period.
- (5) Company C was commanded by CPT Raymond R. Barrows, Jr., during the reporting period.
- (6) Company D was commanded by CPT Daniel R. Wells during this reporting period.
- (7) Organizational Location:
 - (a) Can Tho: Headquarters, Headquarters Company, and Company A.
 - (b) Vinh Long Province: Company B, Binh Minh
 - (c) Binh Thuy: Company C and Company D
 - (d) Unit Moves: None
- (8) AOR: The battalion remained located entirely in IV CORPS Tactical Zone, South of the Mekong River, with scheduled projects in Seven Provinces of the region.

b. Personnel, Administration, Morale, and Discipline:

- (1) The 69th Engineer Battalion (Const) remained organized under TOE 5-115G, with the companies organized under MTOE 5-116G, 5-117G, and 5-118G.

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(2) Continuity of personnel in major staff positions was excellent.

The following staff changes occurred:

(a) Major Walter D. Needham, S-3 Officer, became the Executive Officer on 22 February 1970.

(b) Captain Stanley G. Genega, from the 523rd Engineer Company (Port Construction) assumed the duties of the S-3 Officer on 22 February 1970.

(c) Captain Gary L. Wade became the assistant S-3 Officer on 23 March 1970.

(3) Strength of the Battalion as of the end of the report period was as follows:

	<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED MEN</u>	<u>TOTAL</u>
AUTHORIZED	31	7	863	901
ASSIGNED	29	8	811	848

(4) The last half of the reporting period saw a gradual increase in the battalion strength. Approximately 25% of the replacement personnel were transferees from units deactivated or returned to CONUS. Approximately 18% of the replacement personnel possessed 11B MOS's and were assigned to the companies for On-Job-Training. Shortages of personnel which affected the construction effort of the battalion by MOS, Rank, and Title are as follows:

<u>MOS</u>	<u>TITLE</u>	<u>GRADE</u>	<u>AUTH</u>	<u>SHORTAGE</u>
51H	Construction Foreman	E-7	11	6
51H	Construction Foreman	E-6	21	14
62N	Construction Machine Supervisor	E-7	4	1
62N	Construction Machine Supervisor	E-6	11	6
62N	Construction Machine Supervisor	E-5	7	7

(5) During the reporting period, 2 EM were promoted to E-7, 5 EM to E-6, 63 EM to E-5, and 103 EM to E-4. There were three promotions to 1LT.

(6) Awards data for the period:

<u>MEDAL</u>	<u>RECOMMENDED</u>	<u>APPROVED</u>
Bronze Star Medal	64	40
Soldiers Medal	1	1
Air Medal	1	1

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<u>MEDICAL</u>	<u>RECOMMENDED</u>	<u>APPROVED</u>
Army Commendation Medal	122	94
Purple Heart	1	0
20th Engr Bde Certificate	29	26

- (7) The battalion employed an average daily total of 170 Vietnamese National personnel in skilled, semi-skilled and unskilled positions.
- (8) Morale within the Battalion remained generally good.
- (9) Discipline remains good, with no major problems.
- (10) The battalion underwent the Annual General Inspection FY 70 during the period 16 thru 20 March. The battalion received an overall rating of satisfactory.

c. Intelligence and Counter-Intelligence:

- (1) The battalion continues to receive comprehensive intelligence information on it's AOR by daily attendance at the IV CORPS Joint Intelligence Center Briefing, and receipt of INTSUM's from the 164th Aviation Group (Combat), II FFV, and the 307th Combat Aviation Battalion. Pertinent intelligence information is disseminated to the companies by the S-2 each evening.
- (2) Current information on LOC's within the battalion's AOR is maintained by daily reports from G-2 AIR, IV CORPS, on interdictions of major LOC's in IV CORPS.
- (3) All intelligence received is carefully scrutinized for the development of possible situations which could endanger the security within the battalion. Warning messages concerning expected increase of enemy activity within the battalion AOR are disseminated as expeditiously as possible.
- (4) OPLAN 1-70 outlining the battalion's responsibilities toward the defense of Can Tho Army Airfield was disseminated on 18 April 1970 and tested during the practice alert conducted on 29 April 1970.

d. Plans, Operations, and Training

- (1) The 69th Engineer Battalion (Construction) has taken full advantage of the dry season to perform its primary mission of construction: involving LOC construction, operational support missions, and base construction. Increased construction effort has been placed on LOC restoration of OL-4 to complete essential earthwork before the monsoon season.
- (2) Effects of enemy action on battalion operations were minimal. Company B lost an insignificant amount of time due to mining incidents on QL-4 but sustained no injuries. One enlisted man from Company A was slightly wounded in a vehicle mine incident. One Lowbed was also lost due to a mining incident during this period. Can Tho Army Airfield had no serious incidents and outlying units were not affected.

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(3) Company A retained the primary mission of maintenance and equipment support including MCI-LOC equipment. Their support mission consisted of operating the rock offload site at Binh Minh, operation of the sand-cement plant at Binh Minh until 04 April 70, relocation of plant from Binh Minh to its present location between Can Tho and Binh Thuy, and operation at this location since 25 April 70.

(4) Company B remained primarily committed to the LOC restoration of QL-4 from Binh Minh to Ba Cang and the construction of the Binh Minh Bypass. One vertical construction platoon was attached to Company C in April for vertical construction at Can Tho Airfield for Aviation Unit Relocation.

(5) Company C performed a large variety of vertical construction and two notable horizontal construction projects. The erection of a two Pascoe building Finance Center at Binh Thuy, steel stringer bridge construction, constructing cantonment buildings at Can Tho Airfield, and pre-fabbing Mobile Advisory Team huts are among the notable vertical work. Extensive repair of Vi Thanh Airfield; clearing and grubbing, and placement of 4450 cubic yards of embankment for the Binh Minh Bypass were the major horizontal projects worked on during this period. On 21 March, the Earthmoving Platoon of Company C was attached to Company B for work on QL-4 Binh Minh Bypass.

(6) Company D performed a wide variety of tasks. They were engaged in constructing commo bunkers at Bac Lieu, starting field construction at Bac Lieu and Ca Mau, sheet pile retaining wall for rock offload at Tan Thanh, and culvert installation on QL-4. Two high priority projects, QL-4 restoration from Cai Rang to Thanh Hoa in Phong Dinh Province South of Can Tho, and a parking apron-revetment project at Can Tho Airfield have kept them fully committed.

(7) Company B and Company D have both received continuous equipment support for LOC Restoration from all companies.

(8) Little time has been lost to inclement weather. With the monsoon season approaching, continual emphasis is placed on drainage to keep lost time to a minimum. During April, 2 1/2 company days were lost on LOC construction due to heavy rains.

(9) The following is the battalion average distribution of USM available for projects during the reporting period:

Operational Support	12.7%
LOC Restoration	76.7%
Base Construction	7.2%
Security	3.4%

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(10) The following is a narrative summary of projects which were involved in the scope of work during February, March and April:

(a) LOC Restoration QL-4, Binh Minh to Ba Cang. Effort continued on the 9 km of Class A road (24' wide with 8' shoulder) between Binh Minh and Ba Cang. By 26 April the section was 100% complete through base course and a single bituminous Surface Treatment. 5.8 kilometers have received the first of two 2" lifts of asphalt by the 36th Engineer Battalion utilizing their paving train and their asphalt plant in Vinh Long. In this period, 16,932 tons of sand cement were utilized to complete the subbase portion, 14,088 CY of 3" (-) rock was utilized to complete base course, and 5,578 tons of SBST was utilized as a protective wearing surface until paving can be completed. A shortage of 3" (-) rock delayed base course completion, therefore delaying the paving operation and completion date. The 36th Engineer Battalion (Construction) has responsibility for the paving operation paving South from Vinh Long. Shoulder construction will be instituted immediately upon completion of paving.

(a) LOC Restoration QL-4, Binh Minh to Can Tho Ferry. Company B assumed full responsibility for the earthmoving portion of the project from Company C in mid-March, thus relieving Company C from their portion of this mission. This 3.15 km section consists of .75 km of widening of the existing road and 2.4 km of completely new road construction across rice paddies to bypass the extremely confined road in Binh Minh. In this period, clearing and grubbing was completed; 25,900 CY of clay embankment placed: 12,600 CY Clay-Lime and 3,200 CY sand/cement subbase placed over 1.88 km; 1,120 CY 3" (-) base course placed over .29 km and 272 tons SBST placed on .23 km of roadway. The scope of work on this section of road includes the construction of two steel stringer bridges: one 20 ft steel stringer bridge being constructed by Company C and one 70 ft steel stringer bridge by a unit from the 35th Engineer Battalion. To accommodate the clay-lime subbase requirement, two methods of Clay-Lime application were initiated. One method consisted of erecting an elevated de-bagger to allow free lime to be placed into the pan of a 290. The 290 is then employed by spreading a uniform lift of lime over the freshly disced clay. The other process consists of driving over the freshly disced clay with a lowbed and breaking sacks as you proceed. Since the 290 can empty more rapidly than another one can fill, this lowbed operation assists in maintaining job continuity. After the lime is applied, the clay and lime is thoroughly mixed and then compacted to meet quality control standards.

(c) LOC Restoration QL-4, Cai Rang to Thanh Hoa.
Company D has continued the task of restoring 10.07 km of existing road to Class F standards. In this period 5.05 km of road have been grubbed and cleared. 5.05 km of subgrade has been compacted, 13,500 CY of clay lime subbase has been placed over a distance of 6.65 km, and 6512 CY base course has been placed over a distance of 3.12 K.M. A 2" lift of asphaltic concrete has been placed over .8 K.M. of the roadway by the 35th Engineer Battalion.

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(d) The rock offload site at Binh Minh has continued to operate through the period and offloaded a total of 42,086 tons utilized by Company B on OL-4. 11,400 tons base rock was obtained for LOC restoration from the RMK offload site at Binh Thuy and placed by Company D on OL-4 Cai Rang to Thanh Hoa.

(e) Operational support projects are as follows:

1. Runway repair and extensive peneprime of areas for dust control at Vi Thanh.
2. Nine 50' poles erected and anchored for Antenna Farm at Can Tho.
3. Construction of 7 refuel pads (one 24'X48', 6ea: 24'X24'), 3 (24'X24') rear pad with barrel safety wall at Bac Lieu.
4. Extensive peneprime of traffic areas for dust control at Bac Lieu.
5. Construction of 13 refuel pads (one 24'X48', 12 ea 24'X24') rear pads and 4 ammo storage facilities at Cau Mau.
6. 550' matting placed on 16' wide access road and traffic areas peneprimed at Ca Mau.
7. Relocation of Avn Unit to include 15,000 CY of subbase stabilization, 42,000 SY of MRA1 matting, 48,700 SY peneprime, 16 CH-47 revetments, 2 OH-6A revetments, 2 PED, 3 Maint shops, 1 Mess Hall Ext., and 1 Admin. Bldg.

(f) Base Construction projects are as follows:

- 1 Concrete Batch plant erection at Binh Thuy
- 2 Construction of A/C Maint Facility (2 - 40'X96') buildings at Binh Thuy
- 3 Disassembled Pascoe Bldg at Vung Tau
- 4 30' x 30' Commo Bunker w/barrel revetments at Bac Lieu
- 5 8,090 SY hardstand for 51st Maint Co at Binh Thuy
- 6 1 - 40' x 96' and 1 - 40' x 144' Pascoe Bldg erection for 52nd Finance at Binh Thuy
- 7 Area Improvement at Battalion S-4 Yard
- 8 Continual Support to 34th Engineer Group for Binh Thuy Army Base development
- 9 Site Improvement for LSA at Binh Thuy

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(g) MACV Advisory Facilities:

1. Prefabricating Mobile Advisory Team Huts
2. Planning for facilities at Phu Quoc

(h) A civic action project of restoring a water system in the Phong Dinh Orphanage was undertaken this period and will be completed the next period.

- (11) The Battalion is presently active or will be active in the following projects during the next period:

LOC Restoration	3
Operational Support Projects	6
MER Construction	1
Base Construction	5
MACV Upgrade	2
Revolutionary Development Support	1

(12) In the above efforts the battalion placed 1,224 cu yds of concrete this period.

(13) The Sand/Cement Plant produced 20,132 tons of sand/cement this period which was utilized on QL-4 by Company B and by Company D at Can Tho for Helicopter Hardstand Area.

(14) With the continuance of the seven day work week, the formal training plan has been altered to allow for mandatory training to be scheduled as required at times most convenient to the work schedule of the unit. The S-3 section continues to provide replacement training for all new arrivals. Lesson plans and coordination has been established for teaching ARVN personnel welding techniques and, bulldozer operation during the next period to further the program of ARVN Affiliation and Vietnamization.

e. Logistics and Maintenance:

(1) Supply:

(a) Battalion Critical Major Items are continuing to arrive although 25 ton low bed trailers are not available in Vietnam. This Battalion is short 8 which affects our internal haul capability. The Battalion was able to pick up five (5) 10 ton tractors laterally transferred from the 168th Engineer Battalion.

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(b) Material delivery to the Delta has slowed down due to the de-commissioning of three LST's by the United States Navy.

(c) Battalion water production has risen since the local installation engineer, PA&E, has had pump problems, thus creating a large demand for water on Battalion water points. The Battalion has received five (5) school trained personnel, so the water point personnel shortage is no longer critical. Chemicals for water points, particularly limestone and calcium hypochlorite, remain critical.

(2) Maintenance:

(a) During this period, the Battalion's critical item deadline rate fluctuated between 8% and 10%. A significant improvement in supply responsiveness of the DSA has aided the effort to keep the deadline rate down. Also, use of the S-4 representative in Long Binh (MRE) to hand carry requisitions for urgently needed parts through the Depot has been very helpful in timely acquisition of repair parts.

(b) Because of the dispersion of Line Company living areas and job sites, and the maintenance arrangement on MCA-LOC equipment, where Dynaelectron Corp does all maintenance other than first echelon, it was decided that A Company would provide operators for all MCA-LOC equipment and be responsible for general supervision and administration. Operators are placed TDY to other companies as required, but Company A maintains central control and supervision.

(c) Because of the continued seven (7) day work week, use is being made of a night maintenance shift when necessary for scheduled maintenance or repair of job essential items.

(d) During hauling operations when dump truck time is especially valuable, a "pit stop" tyre maintenance area has proved effective in keeping vehicles on the road rather than shutting them down for minor problems. Included in the maintenance area are spare tires, mounted and ready to go, which cut down lost time due to flat tires.

(3) Support Maintenance: Job Orders submitted to the A Company Direct Support Activity, 02-17 requisition and Red Ball status for the reporting period are:

(a) DSA Job Orders: February - 116

March - 142

April - 114

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(b) 02-05 Requisitions:

Submitted: 913

Filled: 430

% Filled: 47.1%

12-17 Requisitions:

4,646

1,817

39.1%

(c) Red Ball Status:

Submitted: 362

Filled: 78

% Filled: 21.5%

(4) Civil Affairs: Civic Action during this period consisted mostly of manhours expended in repair of a clean water system for the Province Orphanage. Donations of 2,600 VN \$ were collected and distributed. Food and clothing continued to be supplied by members of the unit. The Battalion medical section continued participation in Medical operations.

2. SECTION II. LESSONS LEARNED:

a. Personnel:

(1a) Observation: The personnel records of incoming replacement personnel have a high percentage of incorrect entries, incomplete entries, and no entries on DA Forms 20 and DA Forms 41.

(1b) Evaluation: The above stated condition has created an undue amount of additional work in detailed screening of personnel records by administrative personnel in correcting or completing the necessary entries in personnel records.

(1c) Recommendation: Additional emphasis should be placed on proper processing for FOR qualifications by the FOR review boards in CONUS at the individuals last duty station.

(2a) Observation: There has been a continuous shortage of qualified noncommissioned officers as "Middle" managers in the grades of E-5, E-6, & E-7.

(2b) Evaluation: The shortage of NCO's has lessened the overall construction capability of the units lacking these "middle" managers because the chain-of-command supervision normally handled by these NCO's has been reduced.

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(2e) Recommendation: A thorough screening of NOO records by the appropriate higher headquarters to identify those critical MOS's and to identify personnel possessing the critical MOS but currently serving in a second MOS should be undertaken. Appropriate reassignment instructions should be issued based upon this survey.

b. Intelligence: None

c. Operations: .

(1a) Observation: Quality control on horizontal construction projects is difficult to obtain by one soil testing team when the projects are widely separated.

(1b) Evaluation: Approximately eighty per cent of our battalion's effort has been on horizontal construction this period. During this time, there were instances where the soils team was needed at four locations at one time. By altering task scheduling to comply with the team, quality control was maintained, but interfered with the operational continuity of the constructing unit.

(1c) Recommendation: TOE for Construction Engineer Battalion be augmented to authorize positions for at least one additional soils analysis team with equipment.

(2a) Observation: Horizontal and Vertical Control is jeopardized on vast horizontal construction projects by loss of grade and line stakes.

(2b) Evaluation: Control stakes set by surveyors on road projects are often removed the first night after placement by curious civilian personnel. Because required control can be furnished only when the survey crews are available; this tends to make the projects more dependent upon the survey crew than necessary.

(2c) Recommendation: That one theodolite and one level be authorized to each line company. Most supervisors are qualified to operate instruments for simple surveying. Survey crews would still be required and utilized for initial layout and complicated surveys.

(3a) Observation: M8A1 matting, used for expedient surfacing of runways in the Delta, are failing, thus necessitating extensive repairs to keep the runway serviceable.

(3b) Evaluation: Matting was initially designed for expedient usage in the theater of operations for a span of two years. Several failures have proved that a longer span of use is costly. It is likely ARVN Forces will continue to use these runways in the future.

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(3c) Recommendation: That more accurate long range planning be conducted in the Theater of Operations to weight the cost and feasibility of asphalt paving against matting.

(4a) Observation: Sheet pile retaining walls require an extravagant deadman system when employed along tidal fluctuating bodies of water.

(4b) Evaluation: Driving sheet piling into uninvestigated soils introduces many estimated unknowns. Driving a large continuous sheet pile wall is a time consuming and costly process. Thorough soil investigation in an area where little is known about the subsoils is imperative. The cost of a thorough soil investigation versus the risk of losing a complete wall plus it's overburden is more than justified.

(4c) Recommendation: That a complete soils investigation be conducted before undertaking any sheet pile construction projects when in a region where the subsoils are questionable. After complete data is obtained, a person who is well aware of soils behavior should complete the design and give technical assistance to the constructing unit.

(5a) Observation: Indigenous personnel, with proper supervision, are capable of producing respectable vertical construction.

(5b) Evaluation: Indigenous personnel have been used effectively to augment our vertical construction platoons. This allows troop labor to be more efficiently used for heavy equipment operation and horizontal construction. They have accomplished professional type work on pre-fabricating tasks where the work is repetitions, and on vertical construction projects with correct supervision.

(5c) Recommendation: That skilled indigenous carpenters and masons continue to be utilized for vertical construction tasks to allow troop labor to be utilized in adjacent critical engineer MOS's.

(6a) Observation: USARV-ASL supply listing is difficult to use for parts requisitioning.

(6b) Evaluation: The listing of construction items by FSN is undoubtedly handy for warehouse and depot storage work. It is, however, difficult for the man in the field who is looking for an item to obtain a federal stock number so he may order it. The listing by FSN means that you must read almost every line of the listing for the particular four digit prefix since an item does not necessarily appear with all like items, (i.e. Nipple, 4730-277-9981 is not listed with majority of nipples in the 4730-193-or 4730-196 area.)

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(6c) Recommendation: That the Army investigate the possibility of publishing a catalogue listing like items by noun nomenclature for use by organizations doing design work or materials requisition. This catalogue could be similar to "Sweets" or "MacMaster-Carr", civilian distributors of construction materials. The use of this type catalogue would facilitate planning and design by allowing the designer to know easily and exactly what is available in the system. It would reduce manhours necessary to compile a ROM and increase greatly the ordering of correct items. These benefits would be Army wide since there would not be false demands recorded because of incorrect part ordering, no unnecessary transport of incorrect items, no delay in construction caused by improper items and no requirement for turning back to the supply system incorrect items.

d. Organization:

(1a) Observation: While the three line companies in the battalion are authorized Engr Equipment Warrant Officers in their Organizational Maintenance Sections, this is not so in the A Company Organizational Maintenance Section.

(1b) Evaluation: As A Company has no Executive Officer, and the Equipment Platoon Leader is often preoccupied with his widely dispersed equipment, operations and MCA-LOC responsibilities, this unit has no officer who can devote a good part of his time to the Organizational Maintenance Program, which encompasses a substantial amount of heavy equipment and trucks. This is contrasted to the Line Companies who are authorized 5 officers and a Maintenance Warrant Officer. It is felt that the experience, skills and capabilities provided by a full-time Maintenance Warrant Officer are fully as necessary and justified in the A Company Motor Pool as in any of the line companies.

(1c) Recommendation: That consideration be given to an MTOE that would authorize an additional Warrant Officer to A Company as an organizational maintenance officer.

e. Training: None

f. Logistics:

(1a) Observation: Waste in Cement and Hydrated Lime.

(1b) Evaluation: Materials such as cement and lime are palletized on Wooden pallets made from inch material. These wooden pallets are not designed to withstand the stress and strain of loading and offloading type operations and they dryrot quite fast. The wooden pallets, if moved more than once, tend to break quite easily.

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(1c) Recommendations: Contract Companies manufacturing lime and cement for use in Vietnam or any Southeast Asian Country, either use metal pallets or treat the wooden pallets and make them from 2 inch material.

(2a) Observation: In the past 3 months the storage and handling of Engineer construction materials has become an over increasing problem.

(2b) Evaluation: Personnel and equipment are not authorized by this Battalion's MTO&E to actually control and manage a Class II and IV yard. This Battalion's location in the Mekong Delta, away from material supply depots, requires keeping a construction material stockage and materials on hand for projects not yet started, but that are slated to start in the near future. The Battalion S-4 controls and issues over 3,000 types of Engineer Construction Materials. Materials include items such as lime, cement, lumber, asphalt products, electrical and plumbing fixtures, wire and numerous other items.

(2c) Recommendations: A. Battalion organization be modified to add 3 supply personnel plus equipment, taking into consideration the fact that supply trained personnel are needed to issue and receive supplies. b. Engineer Material Depot Companies be distributed throughout the combat zone, who's primary mission would be to operate a II and VII Yard and issue and manage construction materials.

(3a) Observation: Materials transportation to Mekong Delta from supply depots located in Long Binh and Cam Ranh Bay, RVN., is a continuing problem.

(3b) Most of this Battalion's Construction Materials are transported by water craft, ie. LST, barges, and LCU's: Critical materials are usually obtained by convoys composed of organic vehicles. The problems arise when this Battalion has been assigned an early completion date for priority projects scheduled to begin 15 to 45 days from receipt of construction directives. In the Battalion's project for Aviation Unit Relocation, the Battalion had to have 92,000 bags of cement, 1400 bundles of MSA1 matting and over 200,000 board feet of various sizes of lumber. The Battalion was able to pick up the lumber utilizing organic transportation, but MSA1 matting didn't arrive until 7 days after the required date. The battalion received 20,000 bags cement by LST, but the remainder has been held up due to higher priority cargo, ie, ammo and food. The Battalion is also involved in shipping 98,000 bags of lime from the II and IV yard to an internal company via organic lowbeds and 5 ton dump trucks pulling borrowed trailers. During this period, the Battalion has moved over 2,000 tons of material per month over the roads by organic transportation, which has been diverted from the normal TO&E internal support. When lowbeds are used on convoys to Long Binh or to transport construction materials to job sites, the companies are greatly hampered in their effort to move heavy equipment to their widely dispersed projects.

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(3c) Recommendation: a. Transportation unit be assigned responsibility of transporting construction materials to the Delta Region and augmented with extra personnel and equipment to be able to perform this mission. b. That construction Battalions be augmented with 4 additional lowbeds and 2 additional stake and platform trailers with prime movers to transport required construction materials.

g. Communications: None
h. Materials: None
i. Other: None

Alfred F. Lawrence, Jr.
ALFRED F. LAWRENCE, JR.
LTC, CE
Commanding

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SGF-OP (15 May 70) 1st Ind

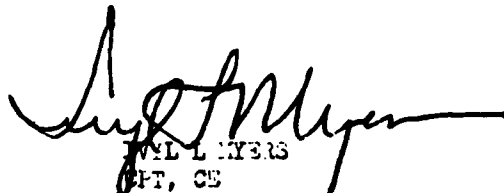
SUBJECT: Operational Report of 69th Engineer Battalion for Period Ending
30 April 1970, RGS 03-OR-45(42).

DA, HEADQUARTERS 34TH ENGINEER GROUP (CHIST), APO 96320 18 May 1970

TO: Assistant Chief of Staff for Force Development, Department of the Army,
Washington, D.C. 20310
Commanding Officer, 20th Engineer Brigade, ATT: A/I-OS, APO 96491

1. The ORLL submitted by the 69th Engineer Battalion has been reviewed and is considered comprehensive and of value for documentation for the reporting unit's activities and experiences.
2. The recommendations presented in Section II are considered valid and worthy of consideration.

FOR THE COMMANDER:


W. L. MYERS
1PT, CE
Adjutant

OF:
CO, 69th Engineer

AVBI-OS (15 May 70) 2nd Ind
SUBJECT: Operational Report - Lessons Learned of 69th Engineer
Battalion (Construction) for Period Ending 30 April
1970, RCS CSFOR-65 (R2)

DA, HEADQUARTERS, 20TH ENGINEER BRIGADE, APO 96491 13 JUN 1970

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-
DET, APO 96375

1. Submitted in accordance with USARV Regulation 525-15, dated 13
April 1968.

2. This headquarters concurs with the submitted report with the
following comments:

a. Section II, paragraph a (1), page 9: Concur: Brigade
Personnel Section is currently preparing a letter to USARV G-1 in
reference to increasing discrepancies found in personnel records
of newly arrived personnel. This letter will request that appropriate
action be taken at respective CONUS installations (POR Review
Boards) as outlined in AR 612-2.

b. Section II, paragraph a (2), page 9: Concur: The Personnel
Management Team at the 90th Replacement Battalion is currently
screening personnel records of all incoming EM to identify those
possessing additional and/or civilian acquired skills which may
be critically needed in the Brigade. These personnel, once classified,
will then be assigned to those positions listed as critical.

c. Section II, paragraph c (1), page 10: Concur: Quinton-
Budlong, consulting engineers to USARV, in their LOC Quality Control
Equipment Study (Task #358), dated 20 June 1969, recognized that
the TOE 5-115 G construction battalion does not have the capability
to perform adequate quality control when fully committed to the
LOC program. Based on this comprehensive study, the Brigade requested
additional quality control equipment in October 1969. This
equipment is presently being procured. It is further recommended
that a team or detachment under the TOE 5-500 series be established
to satisfy this requirement.

d. Section II, paragraph c (4), page 11: Concur: Subsurface
investigations have been requested for all future projects where
inadequate foundations may result in unsatisfactory performance
of the completed facility.

e. Section II, paragraphs f (2) and (3), pages 13-14: Concur:
Recommend that TOE 5-500 BA-EH teams be authorized and added to the

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(PARA. 13, AR 340-16)

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force structure for Engineer Construction Groups.

FOR THE COMMANDER:

D L Mc Bride
D. L. MC BRIDE
1LT, CE
Assistant Adjutant

Copies Furnished:
CO, 34th Engr Gp
CO, 69th Engr Bn

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AVHGC-DST (15 May 70) 3d Ind
SUBJECT: Operational Report-Lessons Learned, 69th Engineer Battalion
(Construction) for the Period Ending 30 April 1970, RCS CSFOR-
65 (R2)

Headquarters, United States Army Vietnam, APO San Francisco 96375 6 JUL 1971

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT,
APO 96558

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1970 from Headquarters, 69th Engineer Battalion (Construction) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "TOE for Construction Engineer Battalion", page 10, paragraph c(1a); 2nd Indorsement, paragraph 2c: concur in the recommendations contained in the 2nd Indorsement, paragraph 2c. The TOE 5-11G construction battalion does need additional capability to perform adequate quality control testing on major projects such as the LOC Program. Recommend DA consider the recommendation in paragraph c(1c) in the next TOE evaluation. This Headquarters conducts a two week quality control course each month to help construction units to improve their quality control capability. Unit has been so advised.

b. Reference item concerning "Theodolite and Level", page 10, paragraph c(2a): concur. The requirements of the LOC Program have severely taxed the available surveying and topographic capabilities. A study will be conducted on the feasibility of augmenting Line Companies with a Theodolite and level by MTOE action. Recommend DA consider the recommendation in paragraph c(2c) in the next TOE evaluation.

c. Reference item concerning "MSA1 Matting", page 10, paragraph c(3a): concur. Consideration should be given to the construction of deliberate airfields in protracted war situations. This would result in reduced cost, reduced engineer troop effort over the long haul, and improved airfield operations. Engineer units now have the capability to construct deliberate airfields, but this concept must be accepted by commanders at all levels if the required funds and construction time are to be made available. The determining factor at any given time is the priority for commitment of engineer paving assets to airfield construction upgrade versus the priorities for other paving requirements. Action by USARPAC or DA is recommended.

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AVHGC-DST (15 May 70) 3d Ind

6 JUL 1970

SUBJECT: Operational Report-Lessons Learned, 69th Engineer Battalion
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d. Reference item concerning "Maintenance Warrant Officers", page 12, paragraph d(1a): concur. The "A" Company of an Engineer Construction Battalion has a great variety of equipment. During normal operations, this equipment is dispersed over a large area in support of the line companies or on special missions. This makes the organizational program for the equipment difficult to manage and requires skills which are beyond the capabilities of the E-6 NCO which is presently authorized for the position of the section chief of the organizational maintenance section. It is felt that an Engineer Equipment Warrant Officer with his broad experience and skills would be better able to accomplish this task. The addition of a Maintenance Warrant Officer to TOE of the Equipment and Maintenance Company (A Company) of an Engineer Construction Battalion should be considered. Action by USARPAC or DA is recommended.

e. Reference item concerning "Waste in Cement and Hydrated Lime", page 12, paragraph f(1a): concur. This Headquarters has received reports from other units within this command regarding this particular problem. It has been previously reported to the Director of Procurement, HQ, USARJ. Action is being taken to notify the purchasing agency again. No action by USARPAC or DA is recommended.

f. Reference item concerning "Personnel and Equipment Not Authorized", page 13, paragraph f(2a): nonconcur. While an urgent requirement currently exists for additional personnel and equipment in the IV Corps zone, this requirement is not a permanent one. No action by USARPAC or DA is recommended.

g. Reference item concerning "Material Transportation", page 13, paragraph f(3a): nonconcur. A Logistical Supply Activity has been established at Binh Thuy to coordinate the transportation of supplies in the Delta. Based on the effectiveness of this addition, a new evaluation of the situation is in order. While an urgent requirement currently exists for additional equipment, this requirement is not deemed a permanent one. In addition, the equipment indicated is currently a shortage item in country and efforts are being made to eliminate these shortages. No action by USARPAC or DA is recommended.

FOR THE COMMANDER:


D. J. Winter
CPT, AGC
Assistant Adjutant General

Cy furn:
20th Engr Bde
69th Engr Bn

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GPOP-DT (15 May 70) 4th Ind
SUBJECT: Operational Report of HQ, 69th Engineer Battalion
(Const), for Period Ending 30 April 1970,
RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 6 AUG 70

TO: Assistant Chief of Staff for Force Development, Department
of the Army, Washington, D. C. 20310

1. This headquarters concurs in subject report as indorsed
with the following comment.

2. Reference paragraph 2c(3)(a), page 10, and paragraph 2c,
3d Indorsement: Concur. Currently, under the Urgent MCA Pro-
gram, certain airfields constructed of laterite, airfield
matting and/or asphalt pavement are to be upgraded utilizing
asphalt pavement or DBST.

FOR THE COMMANDER IN CHIEF:

Cy furn:
CG USARV



D.D. CLINE
2LT, AGC
Asst AG

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